



PLANNING COMMISSION STAFF REPORT JUNE 8, 2006

Project: GOLDEN SPIKE- (PLN2006-00286)

Proposal: Conditional Use Permit for a variety of activities in the historic Niles District including boarding and exiting of the Niles Canyon Railway, a historic bus tours in downtown Niles and performing artists in designated areas. The proposal also includes the closure of Sullivan Underpass on Sundays between 10 a.m. and 4:30 p.m. and between Thanksgiving and New Years from 4 p.m. to 9 p.m., Wednesday through Sunday.

Recommendation: Approve project, based on the findings and subject to the conditions.

Location: Historic Downtown Niles, in the Niles Planning Area.
APNs 507-015000512, 507-015000601, 507-015000602, and Public right-of-way.

Area: Niles Core Area

People: Niles Essanay Silent Film Museum, Applicant
Dorothy Bradley and Michael McNevin, Agent of Applicant
City of Fremont and Alameda County, Owners
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Environmental Review: This project is categorically exempt from the California Environmental Quality Act the Minor Alternations to Land in Section 15304(e) of the CEQA Guidelines.

General Plan: Community Commercial

Zoning: Community Commercial with Historic Overlay C-C(H)

EXECUTIVE SUMMARY:

To consider a request for a conditional use permit for a variety of activities to attract visitors to downtown Niles. The activities include the boarding and disembarking of passengers from the Niles Canyon Train at the Niles platform area; the closing of Sullivan Underpass for safe pedestrian access to Niles from the Niles platform area; a docent program to inform visitors about Historic Niles; a tour bus that takes passengers to and from the Niles platform area to Historic Niles and provides tours of Niles; the placement of temporary signage for the event; and to consider approval of three 12'x16' platform areas in the City's Parking lots for live performances on Saturday and Sunday.

SURROUNDING LAND USES: North: Single-Family Residential
South: Single-Family Residential
East: Community Commercial
West: Community Commercial

BACKGROUND AND PREVIOUS ACTIONS:

The Pacific Locomotive Association (PLA) operates the Niles Canyon Railway a historic train that runs between Niles to Sunol. The PLA operates between 4 to 8 train trips on Sundays and special trips during the holiday season. The trains have been operating for about 10 years. During that time, the only location to board and disembark the train was in Sunol. Recently, Alameda County purchased the land at the boarding area, near Sullivan Underpass (see site plan, Exhibit A), that allows the PLA to use the land as a boarding area for the trains.

In early 2006, the Niles Essanay Silent Film Museum (NESFM) obtained a High Impact permit from the City to operate the "Golden Spike" an event which included the closing of Sullivan Underpass to allow passengers to go from the train boarding to downtown Niles, historic walking tours and a bus tour of Niles. The train, docent tours, and bus tour has been operating since February 2006. The high impact permits are however, are for temporary or seasonal events, not continuous activities. Since the Golden Spike activities are year round, the Zoning Administrator referred the proposal to the Planning Commission as a conditional use permit for review of suitability and adequacy of the site for the proposed activities.

The original application called for the closure of J Street for a Farmers Market. The request to close J Street for a Farmers Market has been dropped by the applicant, and the request to close J Street for a Farmers Market is no longer part of the application.

PROJECT DESCRIPTION:

The NESFM operates various activities, known as the Golden Spike, associated with the recent opening of the boarding area for the Niles Canyon Railway in Niles, near Sullivan Underpass. The activities include the closing of Sullivan Underpass, a docent program that provides historic walking tours of Niles, a bus tour of Niles, the placement of temporary directional signs, and three stages for live performances.

Sullivan Underpass Closing

The closing of Sullivan Underpass from Vallejo Avenue to Niles Boulevard is necessary for passengers to safely walk from the train boarding area to downtown Niles. Since there is not a pedestrian at grade crossing for the railroad tracks, if passengers want to walk to Niles, they need to use Sullivan Underpass. Sullivan Underpass has a sidewalk on one side of the street, but pedestrians need to cross Sullivan Underpass in order to access the sidewalk. Thus, Sullivan Underpass needs to be closed in order for pedestrians to safely walk to downtown Niles. Alternative routes into and out of Niles are Niles Boulevard and Nursery Avenue.

The closure of Sullivan Underpass corresponds with the operation of the train. The closure will be from 10 a.m. to 4:30 p.m. the first and third Sundays of January, February, March, October and November and every Sunday April through September. In addition, Sullivan Underpass will be closed for the Holiday Train of Lights that operates between Thanksgiving and New Years from 4 p.m. to 9 p.m. Wednesday through Sunday.

City staff has trained the operators of the Golden Spike to put out and remove the barriers. The barricades are installed before the first train arrives and removed as soon as possible after the last train of the day leaves Niles.

The temporary but regular closure of the street requires City Council approval. Section 21101 of the Vehicle Code permits local authorities to temporarily close a portion of any street for celebrations, parades, local special events, and other purposes when, in the opinion of local authorities having jurisdiction, the closing is necessary for the safety and protection of persons who are to use that portion of the street during the temporary closing. As a conditional of approval, the City Council will need to approve the closure of the street prior to final issuance of the conditional use permit.

Docent Program

The Golden Spike program is staffed by volunteers that provide historic walking tours of Niles, greet passengers at the train station and answer general questions. The docents are identified by "Golden Spike" t-shirts and have portable canopies or umbrellas as indicated on the site plan to provide protection from the elements and as a staging area for tours. The canopy and umbrellas are removed at the end of the day.

Shuttle Bus Tour

A bus tour provides service for passengers from the boarding area to downtown Niles. The bus is provided by the Pacific Bus Museum and operated by American Stage Tours. The bus route is shown on the site plan, Exhibit A. The bus picks up passengers from the train boarding area near Vallejo Street and take passengers to downtown Niles. The bus goes down Vallejo Street, merges onto Mission Boulevard and turns right onto Niles Boulevard. The bus goes through downtown on Niles Boulevard and turns left onto G Street, left onto Second Street and left onto J Street, where the bus tour ends at the corner of J Street and Niles Boulevard. For passengers returning to the train, the bus starts at the corner of J Street and Niles Boulevard, proceeds down Niles Boulevard, turn left on G Street, right on Second Street, right on F Street, left on Niles Boulevard, then proceeds to Nursery Avenue, turn right onto Nursery Avenue, right onto Mission Boulevard back to the boarding area.

The shuttle bus will have three stops in downtown Niles. The temporary bus stops are at Niles Boulevard, near the Flag Pole and the terminus of H Street, the corner of G Street and Niles Boulevard, and the corner of J Street and Niles Boulevard. A temporary bus stop sign (see attached informational 2) is used for the bus stop. There are no stops along Second Street in the residential neighborhood. The sign locations are shown on the site plan. The signs will need to be placed so they do not block the sidewalks. The signs temporary bus signs will be placed prior to the first train and removed after the last train leaves.

Live Performances

The applicant proposes live performances on Saturday, Sunday, and major Holidays from 10 a.m. to 5 p.m. The performers would include singers, jugglers, dancers, musicians, magicians, and theatrical troupes. The live performances may use a small amplified system. Staff recommends that a condition be included that the amplification system shall not disturb the local businesses and residences in the area and that the sound shall not amplify clearly beyond Niles Boulevard or the homes on Vallejo Avenue/Mission Boulevard and Essanay Place.

The applicant proposes three stages that are 12'x16' in size and less than 30" in height located in the City's parking lot. The approximate locations of the stages are shown on the map. The set up of stages requires the use of up to five parking spaces, including areas for a small audience. Staff recommends as a condition of approval that the stages be kept out of the drive aisles and the stages be removed from the parking lot at the end the day. In addition, staff recommends that the stage areas be permitted only as long as the parking spaces are not needed. Should the City observe that the parking needs have increased, the applicant will be provided with a 60-days notice, and such use will need to be terminated.

PROJECT ANALYSIS:

General Plan Conformance:

The existing General Plan land use designation for the project site is Community Commercial. The Golden Spike project is consistent with existing General Plan land use designation for the project site because it is consistent with the following policies and objective in the Land Use and Local Economy chapters of the General Plan.

Policy LU 2.17: Each of the four historic commercial centers shall be oriented toward pedestrians to the degree feasible. New development should strengthen the "Main Street" character of these areas. Projects should be planned to create active pedestrian frontages oriented towards sidewalks, streets, or, when appropriate, towards a public plaza.

Objective LE 3.2 Thriving community centers whose function is to provide a wide range of goods in a focused, identified pedestrian oriented commercial area.

Policy LE 3.2.1 Actively promote the revitalization of existing community commercial centers, drawing on the unique historic features of each community.

Analysis: The project is consistent with and would implement the policies and objectives of the General Plan because the Golden Spike supports pedestrian activities in downtown Niles by encouraging visitors to walk and explore downtown Niles. In addition, the Golden Spike draws on the historic uniqueness of Niles by promoting the historic railroad in Niles and providing historic tours in Niles.

Niles Concept Plan Conformance:

The Golden Spike project conforms to the following goals and implementation actions of the Niles Concept Plan.

Goal A, Diverse Retail Mix

Attract and retain a diverse and viable mix of regional and local serving retail to complement existing uses in downtown Niles.

Action A3

Continue retail promotions and special events

Analysis: The Golden Spike is a continuous special event that encourages people to visit and shop in downtown Niles.

Goal B, Rail

Re-establish a passenger railroad depot in downtown Niles and create a stop for historic rail service to draw people to the downtown.

Action B1

Promote historic rail service between Sunol and Niles.

Analysis: The project contributes to the overall train ride experience for passengers by providing historic information about the train and Niles and also by providing assistance to passengers. In addition, the project provides a boarding area for the trains that draws people to downtown Niles.

Goal C, Historic Character

Preserve and build upon the unique, historic character of Niles' residential and commercial areas by enhancing Niles' cultural and historic venues to create a unique historic entertainment center that will attract people from all the Bay Area.

Action C3

Develop guided and self-guided tours of historic destinations in Niles. Encourage property owners along Niles Boulevard to display historic photographs of the street, businesses, and buildings as part of the tour.

Analysis: The Golden Spike provides walking tours and information about historic Niles and the railroad. In addition, the project provides a bus tour of the downtown Niles from the train boarding area through historic downtown Niles.

Goal E, Transportation

Improve vehicular, transit, bicycle, and pedestrian connections to surrounding areas and the region to improve both the quality of life as well as the economic vitality of the downtown area.

Action E8

Coordinate with bus tours and hotel shuttles to provide service to Niles.

Analysis: The Golden Spike works with the Pacific Bus Museum operated by the American Stage Tours to operate a shuttle bus that provides service from the train boarding area to downtown Niles. The bus also provides historic tours of Niles.

Goal F, Marketing and Communication

Develop an ongoing communication strategy to market Niles and its vision.

Action F1

Continue current regional advertising and marketing of special events as well as Niles' historic character.

Analysis: The Golden Spike promotes downtown Niles on its website, flyers, word of mouth, etc. The Golden Spike promotes uniqueness of Niles by providing docents services, tours, and live performances.

Goal H, Land Use Regulations

Update land use regulations to enable implementation of the Niles Concept Plan

Action H3

Encourage amenities and entertainment uses that support tourism such as bed and breakfast lodging, restaurants, events, museums, train stop, the Quarry Lakes project, performing arts, movies, etc.

Analysis: The proposed conditional use permit would allow the Golden Spike to continue to provide visitors to Niles with docent service, bus service, information about Niles and live performances.

Redevelopment Plan Conformance:

The Golden Spike project will further the redevelopment efforts and provide an economic stimulus within the Niles Redevelopment Project Area. The Golden Spike allows train passengers using the Niles Canyon Railway to safely access the Niles Boulevard commercial core. In addition to facilitating access from the railroad boarding area to the commercial core, the Golden Spike project works with and promotes local businesses and provides entertainment and culturally-oriented attractions that makes Niles a regional destination for visitors and shoppers.

Zoning Regulations:

In the C-C (Community Commercial) district, temporary and seasonal uses are usually subject to review and approval by the Zoning Administrator. The project was determined by the Zoning Administrator to be similar in nature to, although more frequent than, temporary and seasonal uses such as carnivals, circuses and other group events. The Golden Spike has received a high impact permit to operate, but because of the proposed regularity of the Golden Spike activities, the Zoning Administrator has referred the proposal to the Planning Commission as a conditional use permit for review.

Parking:

The applicant estimates that approximately 300-400 people will ride the trains each day. Riders have the option of parking in either Sunol or Niles in order to board the train. Assuming that half the riders

park in Niles for the train, 200 people a day park in Niles. Approximately three persons per car go to special events such as the Golden Spike. Thus, approximately 67 parking spaces is needed for the train riders.

Downtown Niles provides approximately 382 public parking spaces, including 176 parking spaces in the 2 City-owned parking lots and approximately 206 on-street parking spaces. In 2003, a Niles District Parking Study was completed and the report stated that downtown Niles has a total of 533 public and private spaces. The total peak period parking occupancy, including both on-and off- street parking is 33% on a weekday and 39% on the weekend. Thus, there is an excess capacity of 208 spaces in Niles. Although, the Golden Spike will use approximately 67 parking spaces and the live performance stages may use up to 15 parking spaces, there is excess capacity to handle the expected number of visitors to Niles for the Golden Spike events and the current uses in Niles.

Circulation:

As described above, Sullivan Underpass is closed between Vallejo and Niles Boulevard so pedestrians can safely walk from the train boarding area to downtown Niles. Sullivan Underpass is closed from 10 a.m. to 4:30 p.m. every Sunday and closed from 4 p.m. to 9 p.m. Wednesday through Sunday for the Holiday Train of Lights that operates between Thanksgiving and New Years. Alternative routes into and out of downtown Niles will be Niles Boulevard and Nursery Avenue. The closure of Sullivan Underpass should not significantly impact the traffic in downtown Niles. Staff recommends as a condition of approval that the applicant notify the residents of Niles about the closure with a public outreach program. A traffic control plan for the closure of Sullivan Underpass will need to be approved by the City's Transportation and Operation Department prior to issuance of the conditional use permit.

For special events, such as the Antique Fair, Sullivan Underpass may not be closed due to the amount of traffic that enters Niles for such events. Typically, these events require a high impact permit and staff may require that Sullivan Underpass remain open during special events. Staff recommends as a condition of approval that if a high impact permit use operates concurrent with the Golden Spike conditional use permit staff may require that Sullivan Underpass remain open. The applicant shall develop and submit a plan to the City within 60 days of the approval of the use permit to identify ways for pedestrians from the train to safely access downtown Niles during special events such as the Antique Fair.

In addition, the application proposes a shuttle bus route through Niles. The bus route is described earlier in the staff report and is shown on the site plan. There will be three stops for the bus and the bus does not stop in front of driveways. The shuttle bus should not impact traffic in downtown Niles.

Site Design:

As described previously, the applicant proposes three stages of 12'x16' for live performances to be placed in the City's parking lots. The stages and the area for a small audience should use about five parking spaces each. The stages should not impact parking and will be required to be out of the drive aisles. In addition, the stages will need to be removed at the end of the day.

The application proposes placing three bus stop signs on the sidewalk and other directional signs in the public right-of-way. The signs (see informational 2) need to be placed so they do not block the sidewalk. The signs are small and are not expected to impact the circulation in downtown Niles.

Noise:

The application proposes three stages for live performances. The performances include singers, jugglers, dancers, musicians, magicians, theatrical troupes and other performing artists. Some of the performances may be amplified. Staff recommends that a condition be included that the amplification system does not disturb the local businesses and residences in the area and amplification shall not be clearly audible beyond Niles Boulevard, or to residences on Vallejo Avenue and Essanay Place.

Applicable Fees:

The applicant may be assessed and charged fees for event related City services, such as: Police, Fire, Paramedic, and Street Maintenance.

Environmental Review:

This project is categorically exempt from the California Environmental Quality Act the Minor Alternations to Land in Section 15304(e) of the CEQA Guidelines.

PUBLIC NOTICE AND COMMENT:

Public hearing notification is applicable. A total of 165 notices were mailed to owners and occupants of property within 300 feet of the Golden Spike activities. The notices to owners and occupants were mailed on 5/12/06. A Public Hearing The Argus published Notice on 5/11/06.

Staff received two phone calls from residents concerned about the closure of J Street for the Farmers Market. Staff explained that the Farmers Market is no longer part of the use permit. Staff received a letter from a resident, concerned about the closure of Sullivan Underpass, the whistle noise from the trains, and the condition of the Crist Oil Company Site. The letter is enclosed as informational item 3.

The applicant has been working with the Niles Main Street Association with regards to the closing of Sullivan Underpass each Sunday. Staff has yet to receive complaints regarding the closure. The 7 a.m. train whistle that the resident refers to is not associated with the Niles Canyon Railway Train but, most likely the Union Pacific train. As for the announcements coming from the train referred to in the resident's letter, staff has requested that the applicant speak with the PLA and request they do not make announcements until the train is past the residences. Finally, regarding Crist Oil, the site is owned by the Union Pacific Railroad and UP has recently removed tanks from the site.

ENCLOSURES:

Exhibits:

- Exhibit "A" Site Plan
- Exhibit "B" Findings and Conditions of Approval

Informational Items:

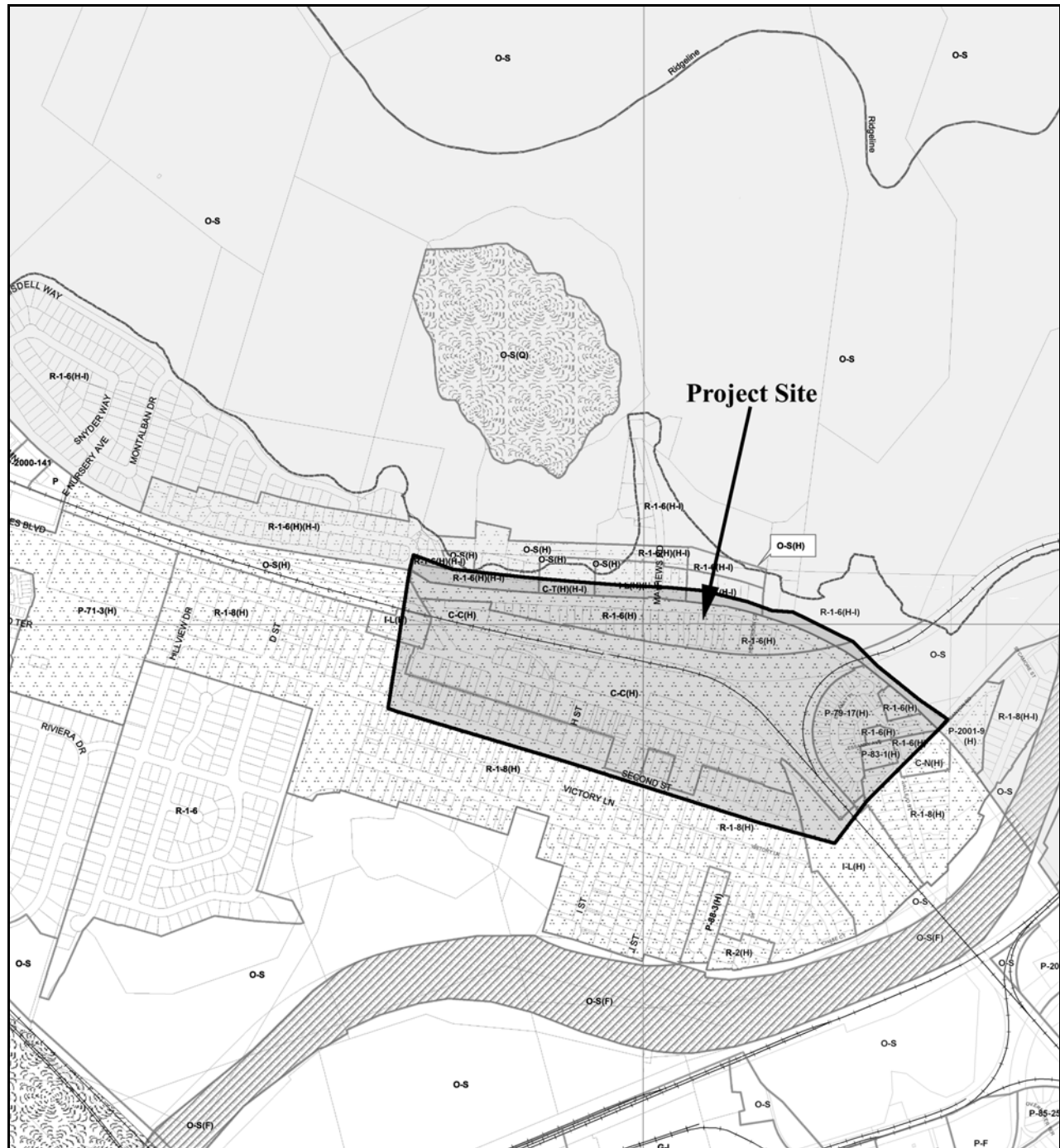
1. Applicant Statement of Operation
2. Photos of the proposed signs
3. Letter from resident

RECOMMENDATION:

1. Hold public hearing.
2. Find PLN2006-00286 is in conformance with the relevant provisions contained in the City's existing General Plan. These provisions include the designations, goals and policies set forth in the General Plan's Land Use and Local Economy Chapters as enumerated within the staff report. The project conforms to the goals and action plan of the Niles Concept Plan.
3. Approve PLN2006-00286, as shown on Exhibit "A" and subject to findings and conditions on Exhibit "B".

Existing Zoning

Shaded Area represents the Project Site



Existing General Plan

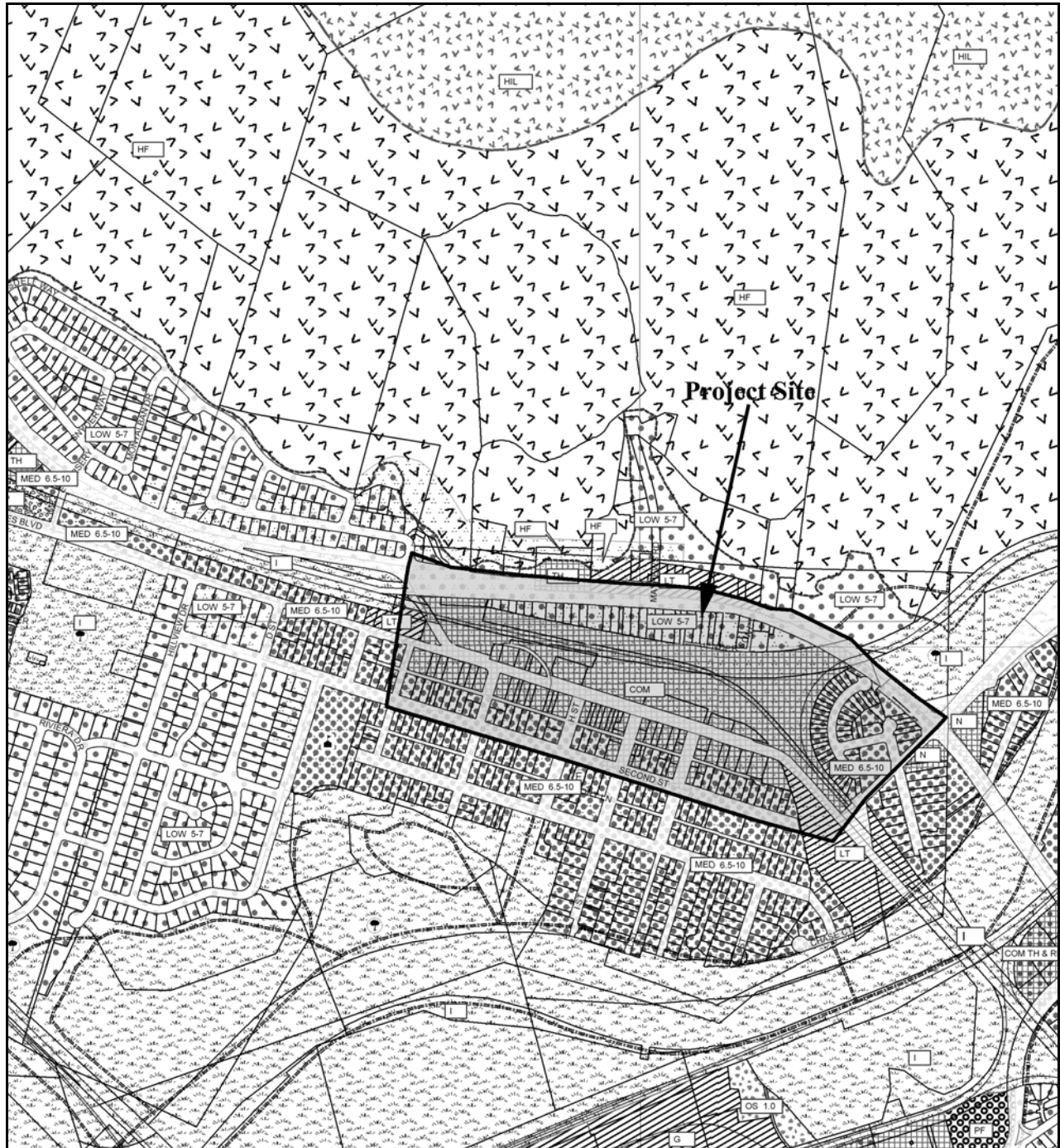


Exhibit "B"
FINDINGS AND CONDITIONS OF APPROVAL FOR
CONDITIONAL USE PERMIT PLN2006-00286
The Golden Spike

FINDINGS

The findings below are made on the basis of information contained in the staff report to the Planning Commission dated June 8, 2006, incorporated herein.

1. The site is suitable and adequate for the proposed use because the use will be conducted on the public right-of-way and the City owned parking lot. The site is level, well drained and large enough to accommodate the proposed use.
2. The proposed use would not have a substantial adverse effect on traffic circulation, the planned capacity of the street system or other public facilities or services because the traffic and other impacts generated by the use can be accommodated by the surrounding streets and existing services. Sufficient parking is provided for the Golden Spike activities as well as the existing uses within Niles.
3. The proposed use would not have a substantial adverse economic effect on nearby uses because the proposed periodic use is allowed with the approval of a conditional use permit and the pedestrian presence generated by the Golden Spike activities is likely to benefit the surrounding businesses and will aid in the commercial revitalization of the area.
4. The proposed use would not have a substantial adverse impact on the general welfare of persons residing in the community because the periodic use, properly regulated and properly located on a site with adjacent parking, would not create nuisances or degrade the environment, and would encourage visitors and shoppers to downtown Niles.
5. The design of the project is compatible with existing and proposed development within the district and its surroundings because the proposed project will include only the temporary closure of Sullivan Underpass, temporary signs, temporary canopies, three temporary performance stages and no permanent structures.
6. The use is consistent with the General Plan designation for the site, since the land use is a conditionally permissible use on property designated Community Commercial Center on the General Plan.
7. All public improvements or facilities required as a part of this approval are directly attributable to the proposed development, and are required for reasons related to public health, safety and welfare.

CONDITIONS

General

- A-1 Approval of this Conditional Use Permit, PLN 2006-00286, is based upon conformance with Exhibit "A", Site Plan and all conditions of approval.
- A-2 The location of barriers for the closure of Sullivan Underpass, the temporary signs, the bus route, and the temporary stages shall be provided as shown on Exhibit "A". Minor revisions to the locations and arrangements of the above exhibit may be allowed subject to the approval of the Planning Director.
- A-3 If the Planning Director finds evidence that conditions of approval have not been fulfilled or that the use has resulted in a substantial adverse effect on the health, and/or general welfare of users of adjacent or proximate property, or have a substantial adverse impact on public facilities or services, the Director may refer the review of the permit to the Planning Commission at that time. If, upon such review, the Commission finds that any of the results above have occurred, the Commission may modify or revoke the use permit.
- A-4 The applicant shall be responsible for all personnel costs and incidental expenses required to enforce these special conditions and/or mitigate violations of these conditions. Personnel costs and incidental expenses shall include but are not limited to Fire and Police personnel, other City personnel and consultant costs, inspection and reinspection fees, costs incurred in preparation of notices, preparation of specifications and contracts required to abate any nuisances arising from violations of these special conditions, and attorneys fees and costs incurred in enforcing these special conditions.
- A-5 Minor amendments to this conditional use permit may be approved by the Planning Director if it is determined the overall intent of the permit is fulfilled.
- A-6 The Planning Director is authorized to issue a conditional use permit, if within one year or prior to the expiration of any approved renewal period, City review has been completed and the Planning Director determines that all conditions required to be fulfilled prior to issuance of a permit have been satisfied.
- A-7 The applicant shall be apply for a review of the conditional use permit one-year after the issuance of the conditional use permit to with the Planning Director. The Planning Director shall have the discretion to refer the item to the Planning Commission. After the first annual review, the Planning Director may determine the schedule for additional review of the conditional use permit.

Prior to issuance of the conditional use permit

- B-1 The applicant shall satisfy the City's Risk Management requirements regarding insurance and liability.
- B-2 The applicant shall request from the City Council approval to temporarily close Sullivan Underpass.

- B-3 The Transportation & Operations Department will need to review and approve a traffic control plan submitted by the applicant for the Sullivan Underpass closure. Plans shall include information about the time of day of closure, days of the week of closure as well as calendar dates of special events scheduled for the calendar year. The Transportation and Operations Department may modify the traffic control plan after the issuance of the conditional use permit.

Golden Spike Operation

- C-1 The closure of Sullivan Underpass shall corresponds with the operation of the Niles Canyon Railway. The closure will be from 10 a.m. to 4 p.m. the first and third Sundays of January, February, March, October and November and every Sunday April through September. In addition, Sullivan Underpass will be closed for the Holiday Train of Lights that operates between Thanksgiving and New Years from 4 p.m. to 9 p.m. The Planning Director may approve minor modifications to hours if the Director finds such extension does not interfere with traffic and area business operation.
- C-2 The applicant shall remove the barricades at Sullivan Underpass, the temporary signage, and docent canopies after the last train leaves Niles.
- C-3 If it is determined that due to other special event(s) that Sullivan Underpass cannot be closed, staff may require that Sullivan Underpass remain open in order to accommodate the special event that operates concurrently with the Golden Spike.
- C-4 The applicant shall develop and submit a plan to the City within 60 days of the approval of the use permit to identity ways for pedestrians from the train to safely access downtown Niles during special events that operate concurrently with the Golden Spike.
- C-5 The applicant shall organize a public outreach program to notify residents of Niles about the closure of Sullivan Underpass.
- C-6 Amplified music and sounds from performers and special events will be regulated. Live performances may be permitted on the three stages, from 10 a.m. to 5p.m. Saturday, Sunday, and major Holidays as shown on Exhibit "A". The amplification system shall not disturb the local businesses and residences in the area and that the sound shall not amplify clearly beyond Niles Boulevard or the homes on Vallejo Avenue and Essanay Place. Music or performances involving more than minimal amplification, and special events will require review and approval by the Zoning Administrator.
- C-7 The applicant may have up to three 12'x16' performances stages, less than 30 inches tall in the City parking lot as shown on the site plan. The stages shall not encroach into the drive aisle and shall be removed at the end of the performance activities. The stages shall not be allowed to be stored in the parking lot overnight. Should the City observe that the parking needs have increased, the applicant will be provided with a 60-days notice and the use of the stages shall be terminated.
- C-8 The Golden Spike activities shall do no damage to the pavement or sidewalk of the public right of way.

- C-9 The Golden Spike activities shall conform to all requirements of the City of Fremont Fire Department, on a continuing basis.
- C-10 The Golden Spike activities shall conform to all requirements of the City of Fremont Police Department, on a continuing basis, with particular reference to the handling of proper barricades, traffic, and parking.
- C-11 A Manager shall be available on site during Golden Spike activities and this individual shall be responsible for the conduct of the activities in accordance with these conditions of approval.
- C-12 The signs approved for the Golden Spike project include three temporary bus stop signs and directional parking signs as shown in informational item 2 and may be placed as shown on Exhibit A. The signs shall be removed after the last train leaves Niles. Other proposed signs are not a part of this review and approval. Any proposed signs for the Golden Spike shall conform to the City's Sign Ordinance. Further, any temporary signs, such as banners, shall also require separate application for, and approval of, a sign permit in conformance with procedures for Temporary and Promotional Signs.
- C-13 The shuttle bus for the project shall follow the route and stops as shown on Exhibit A. The Planning Director may approve minor modifications to the route and stop locations.
- C-14 The bus shall not block any driveways or alleyways.
- C-15 The applicant shall not attach any items to the City's street trees.
- C-16 The applicant shall provide specific dates of special events and road closures for Fire/Police reference.
- C-17 The applicant shall meet all requirements in the 2001 California Fire Code and local Ordinance #2485.
- C-18 Tents/canopies to comply with CFC Article 32 and obtain permits as required by the Fremont Fire Department and Building Department.